

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Washington [53]	Pend Oreille County [051]	Pend Oreille [99051]	0.30 E JCT SR31	48-43-42.00 = 48.728333	117-24-18.00 = -117.405000
80387000000000	Highway agency district 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 93450	COUNTY RD NO 93250	Toll On free road [3]	Features intersected	PEND OREILLE RIVER	
Design - main Steel [3]	Design - approach Wood or timber [7]	Kilometerpoint 48 km = 29.8 mi	Year built 1932	Year reconstructed 1967	
3	Truss - Deck [09]	12	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length 253 m = 830.1 ft	Length of maximum span 83.2 m = 273.0 ft	Deck width, out-to-out 8.8 m = 28.9 ft	Bridge roadway width, curb-to-curb 7.9 m = 25.9 ft		
Inventory Route, Total Horizontal Clearance 7.9 m = 25.9 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Open Grating [3]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 6.4 km = 4.0 mi	Method to determine inventory rating	Load and Resistance Factor(LRFR) [3]	Inventory rating	18 metric ton = 19.8 tons
	Method to determine operating rating	Load and Resistance Factor(LRFR) [3]	Operating rating	27 metric ton = 29.7 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	<input type="text" value="1282"/>	Average daily truck traffi	<input type="text" value="20"/>	%	Year	<input type="text" value="2010"/>	Future average daily traffic	<input type="text" value="1500"/>	Year	<input type="text" value="2030"/>
Road classification	<input type="text" value="Major Collector (Rural) [07]"/>		Lanes on structure	<input type="text" value="2"/>		Approach roadway width	<input type="text" value="8.5 m = 27.9 ft"/>			
Type of service on bridge	<input type="text" value="Highway [1]"/>		Direction of traffic	<input type="text" value="2 - way traffic [2]"/>		Bridge median	<input type="text"/>			
Parallel structure designation	<input type="text" value="No parallel structure exists. [N]"/>									
Type of service under bridge	<input type="text" value="Waterway [5]"/>		Lanes under structure	<input type="text" value="0"/>		Navigation control	<input type="text"/>			
Navigation vertical clearanc	<input type="text" value="0 = N/A"/>		Navigation horizontal clearance	<input type="text" value="0 = N/A"/>						
Minimum navigation vertical clearance, vertical lift bridge	<input type="text"/>					Minimum vertical clearance over bridge roadway	<input type="text" value="99.99 m = 328.1 ft"/>			
Minimum lateral underclearance reference feature	<input type="text" value="Feature not a highway or railroad [N]"/>									
Minimum lateral underclearance on right	<input type="text" value="0 = N/A"/>					Minimum lateral underclearance on left	<input type="text" value="0 = N/A"/>			
Minimum Vertical Underclearance	<input type="text" value="0 = N/A"/>		Minimum vertical underclearance reference feature	<input type="text" value="Feature not a highway or railroad [N]"/>						
Appraisal ratings - underclearances	<input type="text" value="N/A [N]"/>									

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	
Pier or abutment protection		Sufficiency rating	61.7
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	August 2012 [0812]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	September 2009 [0909]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2012 [0812]
Other special inspection	Not needed [N]	Other special inspection date	

BRIDGE INSPECTION REPORT

Ver Date: 09/03/2014

Agency: Pend Oreille County

Status: Work

Printed On: 10/01/20

Program Mgr: Roman G. Peralta

Bridge No. 93450-00.3

Page: 1/6

Structure Type

Bridge Name IONE BRIDGE

Route 93450

Location 0.30 E JCT SR31

Structure ID 08038700

MilePost 0.30

Intersecting PEND OREILLE RIVER

Inspector's Signature TCM

IDent# G1005

Co-Inspector's Signature ???

										Inspections Performed				
5		Structural Adqcy (657)	N		Pier/Abut/Protect (679)	1932	Year Built	(332)	IT	NT	HRS	Date	Rep	Type
4		Deck Geometry (658)	7		Scour (680)	1967	Year Rebuilt	(336)	Y	24	20.0	08/23/2013	Routine	
9		Underclearance (659)	9		Retaining Walls (682)	30	Oper Rating	(551)	Y	24	12.0	08/23/2013	Fract Crit	
5		Operating Level (660)	9		Pier Protection (683)	20	Inv Rating	(554)	D	60	4.0	08/19/2014	Underwater	
8		Alignment Adqcy (661)	1		Bridge Rails (684)	A	Open Close	(293)					Special	
8		WaterwayAdqcy (662)	1		Transition (685)	9999	Vert Over Deck	(360)					Interim	
6		Deck Overall (663)	1		Guardrails (686)	0000	Vert Under	(374)					Equipment	
9		Drains Condition (664)	1		Terminals (687)	N	Vert Und Code	(378)	D		2.5	03/26/2010	Damage	
6		Superstructure (671)	N		Revise Rating (688)	0.00	Asphalt Depth						Safety	
2		Number Utilities (675)			Photos Flag (691)	25	Speed Limit						Short Span	
6		Substructure (676)	Y		Soundings Flag (693)									
8		Chan/Protection (677)			Measure Clearance (694)									
9		Culvert (678)												
										Total: 4.0				
										Suff Rating: 60.98		60.98		

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
20	Concrete Deck-Lightweight Aggregate	9438	SF	9137	301	0	0
28	Steel Deck Open Grid	12142	SF	11896	0	246	0
35	Concrete Deck Soffit	9438	SF	9430	0	8	0
36	Deck Rebar Cover Flag	9438	SF	9353	85	0	0
113	Steel Stringer	2802	LF	2802	0	0	0
117	Timber Sawn Girder	4356	LF	4240	76	40	0
131	Steel Deck Truss	1466	LF	1426	20	20	0
152	Steel Floor Beam	1092	LF	1092	0	0	0
162	Steel Pin	16	EA	12	4	0	0
205	Concrete Pile/Column	2	EA	2	0	0	0
206	Timber Pile/Column	47	EA	28	2	17	0
214	Concrete Web Wall between Columns	68	LF	68	0	0	0

BRIDGE INSPECTION REPORT

Ver Date: 09/03/2014

Agency: Pend Oreille County

Status: Work

Printed On: 10/01/20

Program Mgr: Roman G. Peralta

Bridge No. 93450-00.3	Page: 2/6	Structure Type
Bridge Name IONE BRIDGE	Route 93450	Location 0.30 E JCT SR31
Structure ID 08038700	MilePost 0.30	Intersecting PEND OREILLE RIVER

215	Concrete Abutment	84	LF	84	0	0	0
220	Concrete Submerged Pile Cap/Footing	4	EA	4	0	0	0
221	Concrete Pile Cap/Footing	1	EA	1	0	0	0
227	Concrete Submerged Pile/Column	8	EA	8	0	0	0
228	Timber Submerged Pile/Column	16	EA	9	4	3	0
234	Concrete Pier Cap / Crossbeam	369	LF	369	0	0	0
310	Elastomeric Bearing	14	EA	0	14	0	0
313	Fixed Bearing	22	EA	15	7	0	0
330	Metal Bridge Railing	1660	LF	1610	50	0	0
355	Damaged Bolts or Rivets	110	EA	0	5	105	0
357	Pack Rust	1	EA	1	0	0	0
361	Scour	7	EA	3	1	3	0
376	Concrete Deck Delamination Testing	9438	SF	9438	0	0	0
402	Hot Poured and/or Premolded Joint Filler	182	LF	182	0	0	0
404	Compression Seal / Concrete Header	182	LF	182	0	0	0
408	Steel Sliding Plate	52	LF	52	0	0	0
803	Modified Concrete Overlay	9438	SF	9438	0	0	0
904	Organic Zinc/Urethane Paint System	60000	SF	60000	0	0	0

Notes

0	Bridge oriented west to east with west end toward SR31. Pier numbering was revised in 2002 with the introduction of the Powerpoint sheets. See the attached layout sheet in Files.
1	Stress sheets are not valid since the bridge has been retrofitted to make it continuous across the drop-in-span in Span 9. There are no new stress sheets in the 1967 plans for the retrofit. The basis for the fracture critical sheets can be found in the load rating. Pins at L0, U0, L10, U10, L14, U14, L24, and U24 must all be considered fracture critical since loss of any of these pins would cause a redistribution of stresses. Visual inspection of pins conducted on 8/26/2013.

BRIDGE INSPECTION REPORT

Ver Date: 09/03/2014

Agency: Pend Oreille County

Status: **Work**

Printed On: 10/01/20

Program Mgr: Roman G. Peralta

Bridge No. 93450-00.3	Page: 3/6	Structure Type
Bridge Name IONE BRIDGE	Route 93450	Location 0.30 E JCT SR31
Structure ID 08038700	MilePost 0.30	Intersecting PEND OREILLE RIVER

9	Scour repair will be underway at scheduled underwater inspection time under the increased frequency set previously. Reset frequency to 60 months to coincide with scour repair. The WSDOT BPO Dive Team performed the underwater inspection of the Pend Oreille River At lone Bridge on September 23, 2009. The bridge is oriented west to east with west end toward SR31. Piers 8 through 11 were in the channel during the time of this inspection. There is light abrasion and formed voids on the columns and web walls. The foundations are spread footings at Piers 8, 10, and 11 and pile supported spread footing at Pier 9. Piers 9 and 10 have scour that has exposed the footings or the form work for the footings. The maximum vertical exposure of the footing is 4 feet at Pier 9 and the form work for Pier 10 is exposed 5 feet vertically. The ground line at pier 10 is approximately 2'-7" above the bottom of the footings per plans. Pier 10 scour has increased significantly since 1999 and 2004 a scour evaluation and the required mitigation need to be done see REPAIR # 13018. The scour at Piers 9 and 10 should be monitored on a 24 month frequency. Sounding were performed in 2009 therefore REPAIR #13017 is verified complete. During the rehab riprap was applied and looks good.TM The new riprap should be verified during the next dive inspection and the notes updated.
11	Prior to 1967, the structure consisted of two cantilever trusses and a drop-in span. In 1967, the truss was retrofitted at the drop-in span linkages to make a continuous structure. There are no stress sheets for the current structure as it exists. A load rating was performed in 1994 by Nicholls Engineering. Rating was performed by assuming original dead load stresses since the bridge was in its dead load configuration when the retrofit was performed. Live load is considered continuous for Spans 8, 9, and 10. A copy of this rating is in the letter file. This rating was used to determine the fracture critical members of the truss.
20	Concrete Deck is lightweight aggregate. The top 1/2" of deck was scarified and a new 1 1/2" thick modified concrete overlay was placed on the bridge in 2012. Item 803 was added to the BMS Elements.
28	The Open Grid Deck of Spans 8, 9, and 10 has a few scattered cracked bars and welds with some of the grid bars bent for a total of up to 120 sq. ft. Cracks up to 3/4" long have propagated into the main bearing bars that are supported on the stringers between Girders C and D near U3, U6, U19 and U24 near west side of repair panels. There are also longitudinal distribution bars with fractures between Girders C and D near U2, U6, U21 and U23 and also between Girders B and C near U23. There was a 15-ft x 6-ft repair at Pier 11 and a 6-ft x 6-ft repair at U20. The repair at U20 is significantly smaller than the proposed repair in the rehab plans from 2011. These repair areas are not included in State 2 because connection bolts have sheared or are loose at both repair locations and need to be repaired. The open grid deck was painted in 2012.
35	Concrete Deck Soffit has hairline pattern cracks throughout and isolated pop outs under the curbs throughout.
36	No exposed rebar in the lightweight concrete deck with new overlay.
113	Six lines of steel stringers. All stringers were painted in 2012.
117	The approach spans have 12 lines of Timber Girders with concrete diaphragms over the piers. Many of the lag bolts connecting the girders to the floorbeams are not fully tightened. Several girders have checks near the neutral axis that run full length and range in width up to 3/8". Shims at 7B, 7C and 7F over Pier 8 are working their way out (Photo #24). Shim at girder 111 over Pier 11 is also working its way out. Helper beams were attached to beams 4D, 7E, 13G and 15K in 2012 rehab. Beam 4J and 15I were yellow tagged (YT) and has a split running almost the full length of the beam (Add Photo).
131	Steel Deck Truss in Spans 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13. Total quantity modified in 2013 to include additional 532-ft of truss length for the approach span deck truss spans. Span 8, 9 and 10 has construction tack welds and stitch welds scattered throughout. Minor dirt and debris is collecting on the top and bottom chords as well as the lateral gussets from the open grate deck. Most of the lateral gussets are missing (2) rivets at the floorbeam connection (Photo #12). The lateral bracing throughout the truss is also missing the center bolt where the angle braces come together. All steel truss members were painted in 2012. There is a 12" long x 1 1/4" impact damage to bottom chord on south truss on Span 12 (Add Photo).
152	25-Steel Floorbeams in Spans 8, 9, and 10, 8-Steel Floorbeams in Spans 4 thru 7, and 6-Steel Floorbeams in Spans 4 thru 7. Total quantity modified in 2013 to include 367-ft of floorbeam length for the approach span floorbeams. All steel floorbeams were painted in 2012.

BRIDGE INSPECTION REPORT

Ver Date: 09/03/2014

Agency: Pend Oreille County

Status: **Work**

Printed On: 10/01/20

Program Mgr: Roman G. Peralta

Bridge No. 93450-00.3	Page: 4/6	Structure Type
Bridge Name IONE BRIDGE	Route 93450	Location 0.30 E JCT SR31
Structure ID 08038700	MilePost 0.30	Intersecting PEND OREILLE RIVER

162	Steel Pins at L0, U0, L10, L14, U14, L24, and U24 are considered fracture critical. All pins were visually inspected in 2008 and baselines were updated into the new format. The two apparent indications in the U10S and L14S pins noted in 2006 were not found in 2008. In 2008 four pins were listed in Condition State 2 because there was only enough clearance to be UT'd from one end. Pins L10S and L14S set to 48 month frequency to schedule next UT for 2012. After UT in 2012, re-set frequency to 72 months. All other pins are scheduled to be UT'd in 2012 See the attached 2008 FC Visual Report with Pins for further details. This bridge was inspected during construction in 2012. This bridge is still under construction at this time. All Pins need to be ultrasonic tested (UT) in the 2015 inspection cycle.
205	Concrete columns at Pier 14. Item added in 2013.
206	There are five Timber Piles each at Piers 2, 3, and 15, and (8) piles each at Piers 4, 5, 6 and 13. The majority of the timber piles have vertical checks up to 1" wide. At least 40% of the pile could be yellow tagged for severe checks and should be banded. REPAIR #13006. Pile 7D West and 6B East already were yellow tagged (YT) and have up to 1.5" wide x 5" deep checks full height of pile.
214	Webwalls at Piers 8, 9, 10, and 11, have hairline pattern cracks and abrasion at the water line.
215	Concrete Abutment at Pier 16 has a couple of hairline vertical leaching cracks.
220	Submerged Pile Cap/Footings are exposed at Piers 9, 10, 11 and 12. Total quantity modified in 2013 since no pile cap at Piers 6 & 7.
221	Concrete Pile Cap/Footings are visible at Piers 4, 5, 13 and 14. Total quantity modified in 2013 since no pile cap at Piers 4, 5 and 14.
227	Concrete Columns at Piers 8, 9, 10, and 11 are 2 tapered and all show cracking. A carbon fiber wrap was applied to concrete pier caps at Piers 8, 9, 10 and 11 in 2012.
228	Submerged Piles at Piers 7 and 12 have vertical checks open to 1" and should be banded at 1/3 points (Photo #15 and 25). At least 40% of the pile could be yellow tagged for severe checks. REPAIR #13006. Piles 7A and 7B East and West (4 total) were repaired and Piles 13A East and West (2 total) had a FRP pile jacket installed in 2012. Pile 7D West already was yellow tagged (YT) and has up to 2" wide x 5.5" deep checks full height of pile.
234	Concrete Crossbeams are at Piers 2, 3, and 15 only and have hairline cracks. A carbon fiber wrap was applied to concrete pier caps at Piers 8, 9, 10 and 11 in 2012. See Item 227.
310	Elastomeric Bearings at Piers 5, 6, 7, 8, 11, 12 and 13 had the grout pads replaced in 2012. Total quantity modified in 2013 since no elastomeric bearing pad at Piers 4 and 14. Some bearings have hollow spots at corner of grout pads.
313	Fixed Bearings at Piers 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14. All bearing components were painted and new grout pads were installed at Piers 4, 5, 6, 7, 8, 11, 12, 13, and 14 in 2012.
330	Metal Bridge Railing was painted in 2012. At U1, U2, and U3 of Span 8, there is a nut missing in the concrete curb to floorbeam connection (Photo #13). There are a few jam nuts not tight or missing from the anchor bolts for the metal posts, mostly in Spans 13, 14, and 15 of the north and south sides.
355	There are several missing rivets and bolts in the lateral bracing components of the truss. See element note 131.
357	The pack rust at L24, north truss lattice and gusset plate connection (Photo #40) was cleaned and painted in 2012.
361	Pend Oreille River flows south to north below Spans 7 through 11 with 7 piers expected to be submerged during high water. This portion of the river has low velocity flow as an impounded body of water with flood control located well down stream. New visible rip rap was installed around Piers 7, 8, 11 and water side of 12. This record should be updated after completion of the next dive inspection.
376	Chain Drag Delamination Testing was not conducted in 2013, since a new overlay was added in 2012.
402	There are Rapid Cure Sealant (RCS) Joints located at Piers 4, 5, 6, 7, 12, 13, and 14. The compression seal joints were replaced with the RCS joints in 2012. Item 402 added and Item 404 removed.

BRIDGE INSPECTION REPORT

Ver Date: 09/03/2014

Agency: Pend Oreille County

Status: **Work**

Printed On: 10/01/20

Program Mgr: Roman G. Peralta

Bridge No. 93450-00.3	Page: 5/6	Structure Type
Bridge Name IONE BRIDGE	Route 93450	Location 0.30 E JCT SR31
Structure ID 08038700	MilePost 0.30	Intersecting PEND OREILLE RIVER

404	There are Compression Seal Joints located at Piers 4, 5, 6, 7, 12, 13, and 14. All compression seals are pushed down and covered with sand; most show minor leakage. There are a few D-spalls at the compression seal headers. Pier 12 header (west side) is D-spalled full width up to 10" from the joint (Photo #62).																									
408	<p>Steel Sliding Plate joints located at Piers 8 and 11 were removed, replaced and repainted in 2012.</p> <p>Measurements taken at centerline.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Year</th> <th style="text-align: left;">Time</th> <th style="text-align: left;">Temp.</th> <th style="text-align: left;">Pier 8</th> <th style="text-align: left;">Pier 11</th> </tr> </thead> <tbody> <tr> <td>2004</td> <td>5:30 pm</td> <td>85° F</td> <td>1-3/8"</td> <td>5/8"</td> </tr> <tr> <td>2006</td> <td>12:00 pm</td> <td>75° F</td> <td>1-3/4"</td> <td>5/8"</td> </tr> <tr> <td>2008</td> <td>3:30 pm</td> <td>75° F</td> <td>1-5/8"</td> <td>5/8"</td> </tr> <tr> <td>2013</td> <td>1:30 pm</td> <td>75° F</td> <td>1-3/4"</td> <td>7/8"</td> </tr> </tbody> </table>	Year	Time	Temp.	Pier 8	Pier 11	2004	5:30 pm	85° F	1-3/8"	5/8"	2006	12:00 pm	75° F	1-3/4"	5/8"	2008	3:30 pm	75° F	1-5/8"	5/8"	2013	1:30 pm	75° F	1-3/4"	7/8"
Year	Time	Temp.	Pier 8	Pier 11																						
2004	5:30 pm	85° F	1-3/8"	5/8"																						
2006	12:00 pm	75° F	1-3/4"	5/8"																						
2008	3:30 pm	75° F	1-5/8"	5/8"																						
2013	1:30 pm	75° F	1-3/4"	7/8"																						
663	Deck coded "6" based on the broken bars in the open grid deck.																									
671	Superstructure coded "6" based on condition of the timber girders.																									
675	Utilities consist of 4" diameter PVC conduit attached to the metal bridge rail posts on north and south sides of bridge. Two utility hangers on the north side in Span 14 are broken (Photo #36). REPAIR #13012. The conduit near U11 on the south side in Span 9 has separated. Two utility hangers on the south side in Span 6 are broken and the conduit has separated (Add Photo).																									
676	Substructure is coded "6" based on condition of the timber piles and concrete columns.																									
681	The approach roadways were repaired in 2012 and are in good condition.																									
684	Bridge rails do not meet current crash test standards.																									
685	New transition installed on west approach in 2012. Non standard transition on east approach.																									
686	Guardrails are present at each end of the bridge and acceptable lengths.																									
687	New terminals installed on west approach in 2012. East terminals are not standard.																									
693	Local Agency is to conduct soundings of this bridge in 2014 during the dive inspection.																									
803	A new 1 1/2" thick modified concrete overlay was placed on the bridge in 2012.																									
904	Zinc/Urethane Paint System since the bridge the existing paint coating was removed to bare steel and was repainted with a new paint system.																									

Repairs

Repair No	Pr	R	Repair Description	Noted	Maint	Verified
13012	0	U		07/28/04		
13018	1	B		11/15/08		
13450	1	B		08/26/13		
13451	1	B		08/26/12		
13005	2	B		08/28/02		
13006	2	B		08/28/02		

Inspections Performed and Resources Required

BRIDGE INSPECTION REPORT

Ver Date: 09/03/2014

Agency: Pend Oreille County

Status: Work

Printed On: 10/01/20

Program Mgr: Roman G. Peralta

Bridge No. 93450-00.3

Page: 6/6

Structure Type

Bridge Name IONE BRIDGE

Route 93450

Location 0.30 E JCT SR31

Structure ID 08038700

MilePost 0.30

Intersecting PEND OREILLE RIVER

<u>Report Type</u>	<u>Date</u>	<u>IT</u>	<u>Frg</u>	<u>Hrs</u>	<u>Insp</u>	<u>CertNo</u>	<u>Coinsp</u>	<u>Note</u>
Routine	08/23/13		24	20.0	DAR	G0812	TCM	Inspection was performed by HDR.
Resources			Use	Hour	Min	Req	Max	Notes
Fracture Critical	08/23/13		24	12.0	DAR	G0812	TCM	Inspection was performed by HDR.
Resources			Use	Hour	Min	Req	Max	Notes
UBIT			50	15.50		50	60	UB50 used for 2008 inspection.
Flagging			LA	17.00	LA	LA	LA	Contact Larry Hammel: (509)447-4513 for flagging.
Special Equipment			UT		UT	UT	UT	
Underwater	08/19/14	D	60	4.0	TCM	G1005	???	Inspection Freq changed to 60 due to the repairs and balast added under the contract
Resources			Use	Hour	Min	Req	Max	Notes
Damage	03/26/10	D		2.5	LRH	B1124	TMC	Small grass fire under bridge involved bent 7 & 8 piling were burnt ... no section loss....
Resources			Use	Hour	Min	Req	Max	Notes